

THE HONGKONG TELEGRAPH, FRIDAY, SEPTEMBER 5, 1890.

Entimations.

DAKIN BROS. OF CHINA,
L I M I T E D,
DISPENSING CHEMISTS.

SELECT MEDICINAL PREPARATIONS.

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REMEDIES, &c.

DAKIN'S CHOLERA ELIXIR.—A prolonged experience of this epidemic in India, its home and birth-place, has proved beyond all doubt the efficacy of this remedy, which combines in a concentrated form the medicinal agents which have proved most useful in arresting the rapid progress of that fatal malady, and in combating it when developed.

Full directions accompany each bottle. Per bottle, \$1.50 and \$3.

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Dr. Rubin's Essence of Camphor.—Valuable for simple Diarrhea, and in the earlier stages of Dysentery and Cholera. Per bottle, 50 cents.

Fluid Extract of Indian Bael (*prepared from the unripe fruit of the Ziziphus Marmelos*).

Of great service in Diarrhea and Chronic Dysentery. Per bottle, \$1.00.

Dietetic Bael.—A highly agreeable and nutritive diet, particularly recommended in derangement of the digestive organs, looseness, and irritation of the bowels.

This preparation has been in use in India for thirty years, and is there regarded as a specific in Diarrhea and Dysentery. Per tin, \$1.

DAKIN BROS. OF CHINA, LIMITED.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL,
Hongkong, 1st September, 1890.

Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 5, 1890.

THE INDO-CHINA S. N. CO., LTD.

A CORRESPONDENT writes from one of the Coast ports:

It is always refreshing to read your criticisms on the reports of the various local companies, and the scrutiny you give their accounts. Might I suggest that the public would value a few remarks from your pen on the last report of the Indo-China S. N. Co? It would be interesting to enquire why this Company, managed by the "princely house" of Jardine, Matheson & Co., can only declare a 3 per cent. dividend, while the China Merchants' Co. can earn 10 per cent., the China Shippers' Mutual S. N. Co. 9 per cent., and the Hamburg Chinese Coasting Line 7 per cent.

Can it be that the earnings of the Indo-China Co. are all absorbed in "princely" commissions?

Why should the Board of this Company be in London, when its sphere of operations is in China?

The Shanghai Water Works Co. found it very detrimental to their interests to have a shareholder in the Company we are of opinion that his remarks are from every point of view thoroughly justified. As we do not happen to have the Directors' reports and statements of accounts since the formation of the Company available for reference, a searching criticism of the kind suggested by our correspondent is, at all events for the present, out of the question; but there are nevertheless several points raised to which some reference may fitly be made. It certainly does appear a strange thing

that the Indo-China Co., supported by the all-powerful influence of Messrs. Jardine, Matheson & Co., which in itself is a factor that should command success, only capable of paying a paltry dividend of 3 per cent per annum—and to do even this the sum of £3,216 had to be transferred from the Underwriting Account to the credit of Profit and Loss—while the China Merchants' Co. earned 10 per cent, the China Shippers' Mutual 9 percent, the Douglas Co. 8 per cent, after placing a like amount to Reserve, and the Hamburg-Chinese coasting steamers 7 per cent. It is explained in the Directors' report that this wretched result was principally owing to bad times, a reduced native trade, scarcity of money, the high price of coals, and increased competition. This catalogue of drawbacks might have some weight, and would probably be freely accepted as a satisfactory explanation, were it not quite apparent that the other companies had to experience and contend against exactly the same difficulties. And surely the influence of Jardine, Matheson, & Co. on the coast of China is even in these degenerate days equal to that of either of the companies named!

Our correspondent asks, and we think very fairly, if the earnings of the Indo-China Co. are absorbed in commissions to the General Managers. We regret being unable to answer the question, but Messrs. Jardine, Matheson & Co. could, and in our opinion, whatever that may be worth, they ought to answer it. The "princely house" we are, however, bound to say, whatever may have been its shortcomings—and they have not been few—has always acted with exceptional liberality towards the various companies entrusted to its management, and although the "pickings," say from such companies as the China and Luzon Sugar Refineries, have been exceedingly handsome, it cannot be denied that in times of adversity the "muckie house" has invariably come to the rescue in most practical fashion. At the same time a full statement of the commissions received by Messrs. Jardine, Matheson & Co. from the Indo-China Co. for the last year would not be out of place, and it would give general satisfaction to shareholders.

We frankly confess that we cannot see the utility of the head-quarters, the directorate, of the Indo-China S. N. Co. being in London, while the Company's entire business is Chinese. The line between Hongkong and Calcutta is not worth considering, but if it were otherwise it would not in any way affect our contention. All the shares of the Company, outside Jardine's, are held in Hongkong and China, and why it should be considered necessary to have an expensive Board of Directors and Secretary in London in addition to General Managers here, is a problem we have never been able to satisfactorily solve. There is no practical solution, but the shareholders must take the initiative.

TELEGRAMS.

PORtUGAL.
LONDON, September 3rd.

The King of Portugal is suffering from typhoid fever.

LOCAL AND GENERAL.

An adjourned Convocation of St. Andrew's Chapter, No. 218, S.C., will be held at Freemasons' Hall, Zetland Street, this evening, at 8 for 8.30 o'clock precisely. Visiting companies are cordially invited.

DEATH.

At No. 6, Ice House Lane, on 5th September, 1890, HENRY PRINCE TENNANT, of the firm of Gibb, Livingston & Co.

[1264]

A YOUNG woman at Madison, being frightened, screamed loudly and dislocated her jaw. There is a moral in this tale.

THE Spanish Consul informs us this afternoon that another typhoon exists in the Pacific, E. of Luzon, direction North-east:

A CORONER'S inquest into the circumstances attending the death of the late Mr. H. P. Tennant, will be held at the Magistracy at 10 o'clock to-morrow morning.

The Victoria Recreation Club Aquatic Sports, this afternoon, were an unqualified success. The more interesting events, however, will come off to-morrow afternoon. A report is held over until to-morrow.

CARDINAL MANNING'S aversion to strong drink in every form is so great that twice in *articulo mortis* he has refused stimulants, and he alludes triumphantly to the fact that he got well each time as proof that stimulants are never necessary.

\$300 fine, or two months' imprisonment with hard labour, was the fate of Mr. Wodehouse at the Police Court this morning upon an emaciated Celestial who was up having 144 taels of raw opium in his possession without a valid certificate.

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THE Sanitary Board had a lumborne this afternoon, the chief subject of their deliberations being the drainage of the Hongkong Hotel. We don't wish to have any controversy with our excellent friend the Chairman of the Hongkong Hotel Directorate, but we take the liberty of thinking that at the drainage of Pedder's Hill is, at the present time, a very much more important matter than the to do not desirable object of imparting an altar of roses' due to the "only first-class hotel in the Far East." Unless

the judicial error of which the man Borsa, lately judicial, was the victim in France, has brought to the front an old custom of the court of Venice. There, when a prisoner is about to be condemned to death, a tall and ghostly looking individual, dressed in a long black gown, walks majestically to the centre of the court-room, bows solemnly to the Judges, and in a cavernous voice pronounces the following, not over-stressing words: "Remember the baker!" Then he bows again and stalks away. Just three hundred years ago a baker was executed in Venice for a crime of which he was not guilty. When his innocence was fully established the Judges who condemned him gave a sum of money to the city, the interest of which was to be devoted to the setting up and perpetual burning of a lamp, known as the "lamp of expiation," in the palace of the Doges. It is still burning there.

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A REGULAR meeting of St. John Lodge, No. 518, S.C., will be held in Freemasons' Hall, Zetland Street, on Friday, the 12th instant, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

A NEW printing and publishing company on a large scale is about to be formed in London. The two printing houses whose shares are quoted in the market—Cassell's and Waterloo Brothers—pay dividends of 18 and 21 per cent

Co., Messrs. Taliti & Co., Messrs. Framjee Hormusjee & Co., Messrs. Jairazbhoy, Peabody & Co., and several other smaller places of business, there are disorderly houses. Managers of most of these mercantile firms live in the same premises where they do their business. Consequently the shouting of these unfortunate women after their customers, their loud laughter, and loud talk are an intolerable nuisance to their immediate neighbours, and make nights hideous. It is high time that members of the Council of Hongkong should take this matter in hand, and order this nefarious trade to be located within certain streets only. I wonder why our Parsee residents in Hongkong do not agitate this matter. Such state of shameful affairs would not be tolerated for a day in Bombay. It is a great slur upon the otherwise admirable administration of the rising colony whose freedom, in this respect, ought to be put under certain restraint.

There is no municipality in Hongkong. All the functions relating to that body are performed by the administrative Government. Notwithstanding, the town is kept in a satisfactorily sanitary condition; and there is only one tax, the house assessment tax, of about 15 per cent. on the rental which suffices for all the purposes. The streets are kept scrupulously clean. Even narrow streets have their foot-paths sloping into two surface drains running close and parallel to the footpaths for storm-water only. There are underground drains in the middle of each street, with house-connections for sewage only. These drains empty their contents into the harbour. Hatchore service is performed by men before day-break, and contents are carried closed in buckets, never seen by passers-by. A scavenger-cart drawn by eight or ten men takes its round in the streets every morning, and halts for a few minutes at the end of every block, when one of the cartmen rings a bell for a couple of minutes, when men, women, and children occupying floors of houses in that street come down at once and go to the cart, each with a basket full or kerosene tin case full of garbage, which they empty in the cart. Under the penalty of a heavy fine, no garbage is thrown into the street from windows or doors during the day, and consequently the streets are kept very, very clean—an example which the most expensively worked Bombay Municipality might follow to great advantage. Roads are made with such gentle slopes on two sides where there are paved open drains for storm water that even after a heavy shower of rain they are never rendered muddy, but are dry within half an hour. There is a continuous supply of water by means of iron pipes brought from reservoirs half way up the hill, where a large quantity is stored.

The police organization is complete and strong. Under European inspectors a large number of Indian Sikhs, courageous and stalwart, watch the streets during night and day, keeping the mischievous, turbulent, but cowardly Chinese in awe, making a free use of their baton occasionally. A few Chinese are also employed as policemen under the Sikhs.

On the other side of the harbour, and just opposite to Hongkong, is a place called Kowloon, where there are extensive ware-houses, built by a joint-stock company, where thousands of bales of cotton yarn, and piece-goods, and chests of opium are kept by foreign merchants of Hongkong until they are taken delivery of by Chinese merchants. The accumulation of yarn bales from Bombay is abnormally large in these godowns, as well as in godowns on the Praya in Hongkong. Merchants here bitterly complain of the overworking of Chinese market of yarn by Bombay mill-owners, who continue to send thousands of bales every week. Sales are very tardily effected, and Chinese merchants are very slow in taking delivery of baled sold. They allow three and six months, and at times even a year, to elapse before they take delivery of goods they have bargained for. Then they find faults with goods, and claim abatements. There is a new difficulty in the yarn trade at present. The Viceroy of the Chinese Province in which Canton is situated has imposed a new *lukin*—local import duty—owing to which the trade, in cotton and cotton yarn continues at a standstill in Canton, and the British Minister at Peking has been telegraphed to by the Acting Governor of Hongkong on the subject of the new *lukin* imposed by the Viceroy.

Rents of buildings in Hongkong are very heavy compared to those in Bombay. This is in consequence of the continued increase of population, and all the available building sites in the town having been already built upon. With a view to give facility to the expansion of trade, and to provide additional building accommodation, the Colonial Government has undertaken, at an outlay of \$3,000,000 to reclaim a portion of the harbour, contiguous to the present wharf line from east to west. The work has already commenced, and when completed will give an additional area of several hundred acres, when it is proposed to run a broad road from one end of the city to the other, and to construct a tram line on it.

A part of Hongkong is called the city of Victoria. At the east end of Victoria there is a large plot of ground surrounded on three sides by thickly-covered green hills, and is called "The Happy Valley." There is a race-course there with a small pond in the centre; and on one side of the race-course and just at the foot of the hills, are located the Mahomedan, Roman Catholic, Protestant, and Parsee cemeteries in one row. I was delighted to see the Parsee cemetery so beautifully laid out. There are about thirty tombs in it, with inscriptions in English and Gurzani. Owing to heavy rains last year, the building for *Sagads* and parts of the boundary walls of the cemetery were washed away. A new brick arched-roof *Sagad* is just completed, and the wall re-built from the funds of the Anjuman. To beautify the cemetery further, Mr. Hormusjee N. Mody, the Parsee millionaire of Hongkong, has presented an elegant iron fountain and an ornamental iron gate, both at a cost of several thousands of dollars, which will be put up in the Parsee cemetery.

But the most attractive thing and quite a novel feature in Hongkong is the Peak Tramway. It is said to be the first cable railway on the Continent of Asia, and was constructed by the Hongkong High Level Company. Owing to very great heat during the summer months of June, July, and August, well-to-do merchants in Hongkong have their summer houses on the Peak—that is, on the top of the hill, at a height of about 1,200 feet from the harbour. Formerly they used to go to the top by chair. That was an uphill and expensive work. Now a railroad has been constructed which has rendered the top of the hill available for building purposes, and has placed it within the reach of all classes. The tramway has been laid to a length of about 4,700 feet but the height of the upper terminus from the lower one is 1,200 feet. The easiest gradient is 1 in 25, and the steepest 1 in 2. There are about ten iron bridges throughout the length. Two cars, each carrying about forty passengers, run on the single line. There is a double line for a few yards—only exactly half the way, and the cars are attached to each end of the cable, and so run that they meet at the junction, and pass each other. While one car ascends, the other descends. Motion is given to the cars by wires over grooved drums of iron cables, passing over grooved drums of iron. These cables are drawn and gradually let loose.

by the working of engines at the upper terminus. Each car is fitted with two brakes. There is a telephone communication between the termini, and the guard can at any time electrically signal the engine-driver at the top to stop or start the train. A ride by this car is very enjoyable. But when you reach the top terminus and take a walk higher up to the remaining portion of the hill, the sight you get of the harbour and the town below is simply lovely. In my opinion it is incomparable. It is magnificent, charming, indescribable! The spacious harbour, with a circumference of several miles, looks from this height like an ordinary pond; and the largest vessels lying at anchor look like so many toys. The panoramic view of the whole town under your eyes is also enchanting. You are never tired of looking at this lovely scenery. Again the pure, bracing air at the top, so different from the heated air below, makes the trip lovelier still. You perform the journey by car, and come to this height within ten minutes. There is a difference of 8 or 10 degrees in the atmosphere, which you feel within a few minutes. It was with considerable reluctance that I left the spot. A ride to the top of the hill by the car costs 30 cents; but for going down they charge 15 cents.

THE COMING OF DEATH. DYING USUALLY A PAINLESS EXPERIENCE.

The signs of impending death, says the *Medical Journal*, are many and variable. No two instances are precisely identical, yet several signs are common to many cases. Shakespeare, who observed everything else, observed and recorded some of the premonitory signs of death also. In the account of the death of Falstaff, the sharpness of the nose, the coldness of the feet, gradually extending upward, the picking at the bed-clothes are accurately described.

For some time before death indications of its approach become apparent. Speech grows thick and labored, the hands, if raised, fall instantly, the respiration is difficult, the heart loses its power to propel the blood to the extremities, which consequently become cold, a clammy moisture oozes through the pores of the skin, the voice grows weak and husky or piping, and the eyes begin to lose their lustre.

In death at old age there is a gradual dulling of all the bodily senses and many of the mental faculties; memory fails, judgment wavers, imagination goes out like a candle. The muscles and tendons get stiff, the voice breaks, the cords of the tabernacle are loosening. Small noises irritate, sight becomes dim, nutrition goes on feebly, digestion is impaired, the secretions are insufficient, or vitiated, or cease, and capillary circulation is clogged. Finally the central organ of the circulation comes to a stop, a full stop, and the stoppage means a dissolution. This is the death of old age, which often attain to.

Many people have an idea that death is necessarily painful, even agonizing, but there is no doubt whatever to suppose that death is a more painful process than birth. It is because in a certain proportion of cases dissolution is accompanied by a visible spasm and distortion of the countenance that this idea exists, but it is as nearly certain as anything can be that these distortions of the facial muscles are not only painless, but take place unconsciously.

In many instances, too, a comatose or semi-comatose state supervenes, and it is altogether probable that more or less complete unconsciousness then prevails. We have, too, abundant evidence of people who have been nearly drowned and resuscitated, and they all agree in the statement that, after a few moments of painful struggling, fear and anxiety pass away and a state of tranquility succeeds. They see visions of green fields and in some cases hear pleasing music, and so far from being miserable, their sensations are delightful. But where attempts at resuscitation are successful the resuscitated persons almost invariably protest against being brought back to life, and declare that resuscitation is accompanied by physical pain and acute mental misery.

Death is a fact which every man must personally experience, and consequently is of universal interest; and, as facts are facts, the wisest course is to look them squarely in the face, for necessity is coal black and death keeps no calendar.

HEROIC RESCUES BY A SCOTSMAN IN AFRICA.

The London *Gazette* announces that Her Majesty the Queen has been graciously pleased to confer the decoration of the Albert medal of the first class on Ronald Maclean, of East London, Cape Colony. The following is an account of the services in respect of which the decoration has been conferred:—"In 1872, a man, while suffering from delirium tremens, jumped off the pierhead at East London, and there being a strong sea and ebbing tide, was rapidly carried out to sea. Maclean, who was passing, plunged into the sea, swam out, and reached the drowning man, and brought him close to the bank, when both were assisted ashore. On the 25th September, 1872, the brig *Wild Rose* stranded near Buffalo River, in a strong gale. The crew were rescued by Maclean and five other men in a whale boat. Two days later a mate working on board the wreck of the vessel fell over-board, and would have been drowned had not Maclean, who was on board at the time, jumped in after him, and rescued him. On the 27th November, 1872, the barque *Cyrene* stranded on the coast in a heavy gale. Maclean rendered most valuable assistance in going far into the surf and assisting out of the breeches buoy the crew who were being saved by the rocket apparatus. A day or two later a man employed to board the wreck of the vessel jumped into the sea while partly drunk. Maclean swam out from the land through a heavy surf, and after a very great personal risk, brought him safely ashore. On the 28th October, 1873, the brig *Lord of the Isles* went ashore on the East Bank. It was seen that the vessel could not hold together till the arrival of the rocket apparatus, and Maclean volunteered to swim out to the vessel for a rope. The sea was extremely high, and he was several times thrown back, bruised and bleeding on the rocks. Persevering, however, he at last succeeded in reaching the vessel, and returned with a rope, by means of which the crew were safely rescued. While landing one of the crew fell out of the breeches buoy; Maclean, injured as he was, plunged into the surf and reached him; the man, who could not swim, caught Maclean by the throat and both would have been drowned had not assistance been rendered from shore. Maclean's injuries were so serious that he was for two months confined to his house, and his life was for some time despaired of. At midnight on the 1st November, 1876, the *Elles* stranded in a heavy gale and high sea. The rocket apparatus being engaged at the wreck of another vessel, Maclean volunteered to swim out to the *Elles* for a rope. He succeeded in reaching her, but was unable to make his presence known to the crew, and so remained ashore. He removed the attempt, and after some time a rope was thrown to him, which he carried ashore, and by means of which the crew were saved. On the 11th November, 1876, two lighters were capsized in a heavy sea in the river. Maclean, seeing the accident, rushed down to the jetty, flung himself into the breakers, and succeeded in rescuing

the crew, and so remained ashore.

He received the award for a moment.

He was alone at first, but when he arrived, and the poor signalman was carried home. Physicians laboured on his case without avail. Around his bed were his five little children, the mother being absent in an institution, to be treated for a serious ailment.

Here he lay for weeks, part of the time unconscious. Nothing was to be done but to wait for the end. Then the torpid faculties awoke for a moment.

"Memory faded up, and he recalled the fact that a medicine which he had used with benefit years before, and then thrown aside at the signal box, he sent for it, and took a dose. Soon his bowels moved, the kidneys ached, the pain was eased, he felt better. With brightened hope he sent to Carlisle for more. It arrived. He used it, and in a few days the doctors were astonished to find their patient out of doors, and on the road to recovery. His regained health completely, and, in speaking of his experience, said to the writer, 'What a wonderful thing it was that, on what promised to be my death-bed, I suddenly remembered where I had put that half-used bottle of Mother Boga's Curative Syrup. That flash of memory probably saved me from death.'"

HONGKONG TRADING CO., LTD., LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

WE have now opened out in the GENTLEMEN'S OUTFITTING DEPARTMENT our first delivery of Goods for AUTUMN WEAR, comprising:—

SCARFS, SCARFS, SCARFS, in new shapes and patterns. CASHMERE and MERINO HALF-HOSE, a large assortment. SILK and SPUN SILK SOCKS, for evening wear. MERINO and CASHMERE VEST'S and PANTS. NEW SHAPES in COLLARS. The DOUGLASS, HOPETOWN, CANNES, SAN REMO, &c., &c. A wonderful cheap line of WHITE SHIRTS, price \$4 per dozen. Single and Double TERAI HATS. FELT HATS, newest shapes and colours. WHITE BUCKSKIN TENNIS SHOES. WHITE CANVAS TENNIS SHOES. BROWN CANVAS TENNIS SHOES. (PLAIN RED RUBBER SOLES). A large assortment of WALKING STICKS. FOOT-HALE and ROWING JERSEYS. WHITE LAMBS WOOL SWEATERS.

HONGKONG TRADING CO., LTD.
(Late THE HALL & HOLTZ CO., LTD.)

Hongkong, 4th September, 1890.

MARINE HOTEL HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL IS NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well Ventilated and well Furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best market can provide. The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brands only will be supplied.

The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890.

three of the crew. On various occasions during the years 1874-83 Maclean rendered most valuable assistance in working the rocket apparatus at wrecks, and helping the crews ashore, and was in consequence selected to take charge of the local Volunteer Rocket Brigade.

THE MISER'S DIAMOND NECKLACE.

In the year 1740 there lived in the Latin quarter in Paris, a famous miser named Jean Argot. The wealth concealed in the obscure rockery, where he resided was believed to be fabulous, and was not doubt very great. Among his treasures was a celebrated diamond necklace of immense value. He concealed it so carefully that he ultimately forgot its hiding-place himself. He sought diligently for weeks, and, failing to find it, became almost insane. This rendered him even less capable of remembrance, and he took to his bed, broken in body as in mind. A few weeks later a doctor and an old woman, who had sometimes done odd jobs about his house, were both at his bedside, seeing that the end was near. As the clock in the neighbouring tower tolled one, he ceased his low muttering and sat up and shrieked, "I remember where it is now. I can put my hand on the necklace. For God's sake let me go for it before I forget again!" Hero's weakness and excitement overcame him, and he sank back among his rags, stone dead. Physicians and students are familiar with these sudden outlastings of memory at the great crisis of human life.

Let the reader consider this while we relate an episode in the humble career of a Signalman, Andrew Aggo, who may be found on duty in his box at Calcutta, a little station on the Midland, twenty miles south of Calcutta.

Mr. Aggo is on duty nearly every day, and must break his fast without leaving his post. The strongest men cannot stand it long without feeling its effects. It makes one think of the passionate exclamation in Tom Hood's "Song of the Shirt,"

"Oh, God! that bread should be so dear; And flesh and blood so cheap!"

Our friend had been at the same work for many years, although he was only thirty-five when these lines were written. In 1881 he began to feel that he was about to break down. "I don't know what ails me," he would say, "but I can't eat." What he forced down produced no sense of satisfaction or strength. Sometimes he was alarmed at finding he could scarcely walk on account of giddiness. He said to himself, "What if I should be seized with this at some moment when there is trouble on the line, and I need all my wits about me?"

Other features of this ailment were pains in the chest and sides, faintness, yellow skin and eyes, bad taste in the mouth, risings of foul gas in the throat, &c. The doctor said Aggo must give up his confining work or risk disability. He could not stand it, and brought on kidney and bladder trouble. The doctor, at Appleby, said, "Mr. Aggo, you are poisoned with the foul stuff in your stomach and blood." His doom seemed to be sealed. It was like a death warrant. Six months more rolled by.

On duty one morning he was attacked with so great and so sharp a distress he could neither sit nor stand. He said, "I tumbled down on that locker and lay there all the forenoon. Signals might be given, the telegraph needles might click, but I needed them no more than a man in the grave needs the beating of the rash against his own tombstones."

He was alone at first, but when he arrived, and the poor signalman was carried home. Physicians laboured on his case without avail. Around his bed were his five little children, the mother being absent in an institution, to be treated for a serious ailment.

Here he lay for weeks, part of the time unconscious. Nothing was to be done but to wait for the end. Then the torpid faculties awoke for a moment.

"Memory faded up, and he recalled the fact that a medicine which he had used with benefit years before, and then thrown aside at the signal box, he sent for it, and took a dose. Soon his bowels moved, the kidneys ached, the pain was eased, he felt better. With brightened hope he sent to Carlisle for more. It arrived. He used it, and in a few days the doctors were astonished to find their patient out of doors, and on the road to recovery. His regained health completely, and, in speaking of his experience, said to the writer, 'What a wonderful thing it was that, on what promised to be my death-bed, I suddenly remembered where I had put that half-used bottle of Mother Boga's Curative Syrup. That flash of memory probably saved me from death.'"

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Here he

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank, 225 per cent.—premium, sellers.
Hongkong and Shanghai Bank, New Issue—\$210 per share, buyers.
Union Insurance Society of Canton—\$101 per share, buyers.

China Traders' Insurance Company—\$70 per share, sellers.
North China Insurance—Tls. 340 per share, sellers.
Cargo Insurance Company, Limited—\$117 per share, buyers.

Yangtze Insurance Association—Tls. 70 per share, buyers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$370 per share, sellers.

China Fire Insurance Company—\$90 per share, buyers.

Hongkong and Whampoa Dock Company—\$67 per cent, premium, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$35 per share, sellers.

China and Manilla Steam Ship Company—\$18 per share, buyers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$180 per share, sellers.

Hongkong Hotel Co.'s Six per cent, Debentures—\$101.

Indo-China Steam Navigation Company, Limited—27 per cent, discount, buyers.

Douglas Steamship Company—\$54 per share, sellers.

China Sugar Refining Company, Limited—\$173 per share, sellers.

Luxon Sugar Refining Company, Limited—\$115 per share, sellers.

Hongkong Ice Company—\$100 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share.

Hongkong Dairy Farm Co., Limited—\$10 per share, sellers.

A. S. Watson & Co., Limited—\$24 per share, sellers.

Chinese Imperial Loan of 1884 B—24 per cent, premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent, premium, buyers.

Chinese Imperial Loan of 1885 E—11 per cent, premium.

Hongkong Rope Manufacturing Company, Limited—\$18 per share, buyers.

The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.

Funjom and Sungalee Dun Samantan Mining Co.—\$5 per share, buyers.

The Raub Gold Mining Co., Ltd.—\$2.25 per share, sellers.

Imuris Mining Co., Ltd.—Stopper share, sales and buyers.

The Bimalor Gold Mining Co., Limited—\$12 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$77 per share, buyers.

Tongqui Coal Mining Co.—\$225 per share, buyers.

The Hongkong High-Level Tramway Co., Limited—\$105 per share, buyers.

The East Borneo Planting Co., Limited—\$12 per share, sellers.

H. G. Brown & Co., Ltd.—\$52 per share, buyers.

The Songel Koyab Planting Co., Ltd.—\$7 per share, buyers.

Cricksbank & Co., Ltd.—\$40 per share, nominal.

The Steam Launch Co., Limited—nominal.

The Austin Army Hotel and Building Co., Ltd.—50 per cent, dis., sellers (fully paid up).

The China-Borneo Co., Ltd.—\$14 per share, sellers.

The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.

The Greer Island Cement Co.—\$31 per share, buyers.

The Hongkong Land Investment Co., Ltd.—\$96 per share, sales and buyers.

The Hongkong Electric Light Co., Ltd.—\$6 per share, sellers.

Geo. Fenwick & Co., Limited—\$25 per share, nominal.

The West Point Buildings Co., Ltd.—\$32 per share, sellers.

The Peak Hotel and Trading Co., Ltd.—\$20 per share, sellers.

The Labuk Planting Co., Ltd.—\$18 per share, buyers.

The Lamang Planting Co., Ltd.—\$15 per share, sellers.

The Jelbuk Mining and Trading Co., Ltd.—\$4 per share, sellers.

The Selangs Tin Mining Co., Ltd.—\$24 per share, buyers.

The Shamen Hotel Co., Ltd.—\$5 per share, nominal.

The Kowloon Land Investment Co., Ltd.—\$19 per share, sellers.

The Trust and Loan Co. of China and Japan—\$18 per share, buyers.

The Hongkong Marine, Limited—par, nominal.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/91

Bank Bills, on demand 4.80

Credits, at 4 months' sight 4.89

ON INDIA, T. T. 220

On Demand 220

ON SHANGHAI.—Bank, T. T. 721

Private, 30 days' sight 73

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Iraouati*, with the French mail of 8th ultimo, left Singapore on the 3rd instant at 9.30 a.m., and may be expected here on the 10th.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *Belgic*, with mails, &c., from San Francisco to the 12th ulto., left Yokohama on the 31st at 5 p.m., and may be expected here on or about the 6th instant.

STEAMERS EXPECTED.

The P. & O. N. Co.'s extra steamer *Nisam*, from Bombay, left Singapore on the 1st instant at 3 p.m., and is expected here on the 8th.

The D. D. R. steamer *Daphne*, from Hamburg, &c., left Singapore at 4 p.m. on the 2nd instant, and is due here on the 9th.

The steamer *Queen Margaret*, from Liverpool, left Singapore on the 4th instant, and is due here on the 11th.

Shipping.

ARRIVALS.

TONGSHAN, British steamer, 1,111, Young, 4th Sept.—Singapore 28th August, and Holloway 3d Sept., General—Yuen Fat Hong.

COSMOPOLIT, German str., 553, T. Schall, 4th Sept.—Holloway 3d September, Salt and General—Wieler & Co.

CLARA, German steamer, 674, Christensen, 5th Sept.—Haiphong 2nd Sept., General—A. R. Marti.

FREJER, Danish steamer, 307, C. A. Lund, 5th Sept.—Pakhol 2nd Sept., and Holloway 4th, General—Arnhold, Karberg & Co.

HAITAN, British steamer, 1,183, S. Ashton, 5th Sept.—Foochow 2nd Sept., Amoy 3rd, and Swatow 4th, General—D. Laprak & Co.

CLEARANCES AT THE HARBOUR OFFICE. Fobien, British steamer, for Swatow, &c. Falkenburg, British steamer, for Saigon. Choyang, British steamer, for Manila. Fushun, Chinese steamer, for Shanghai. Formida, Italian steamer, for Singapore, &c. Menuir, British steamer, for Foochow.

DEPARTURES.

September 4, Amigo, German str., for Macao. September 5, Verona, British steamer, for Nagasaki, &c.

September 5, Alwina, German str., for Holloway.

September 5, Choyang, British str., for Manila.

September 5, Fokien, British str., for Swatow.

September 5, Bonnista, Italian steamer, for Singapore, &c.

PASSENGERS ARRIVED.

Per Frej, str., from Pakhol, &c.—46 Chinese.

Per Clara, str., from Haiphong.—15 Chinese.

Per Cosmopolit, str., from Holloway.—27 Chinese.

Per Haitan, str., from Foochow, &c.—Master Southey, and 110 Chinese.

DEPARTED.

Per Alwina, str., for Holloway.—60 Chinese.

Per Fokien, str., for Swatow, &c.—100 Chinese.

Per Formida, str., for Singapore, &c.—5 European men and 390 Chinese.

TO DEPART.

Per Falkenburg, str., for Saigon.—50 Chinese.

Per Fushun, str., for Shanghai.—100 Chinese.

REPORTS.

The British steamship *Tongshan* reports that she left Singapore on the 29th ultimo, and Holloway on the 3rd instant. Had fine weather throughout, and southerly wind to Holloway; then had northerly wind to port.

The British steamship *Haitan* reports that she left Foochow on the 2nd instant. Had light south-west breeze and overcast sky, but fine weather. Left Amoy on the 3rd. Had moderate to light westerly breeze, with rain, throughout the passage. Left Swatow on the 4th. Had light variable airs and fine clear weather to Mendoza; thence fresh north-west breeze and fine cold weather. In Foochow the steamship *Pingtse*. In Amoy, the French gunboat *Viphre*, and the steamship *Berlareig*. In Swatow, the steamship *Sithan*.

Post Office.

MAIL WILL CLOSE.

For Sourabaya and Samarang—Per *Mirko* Maru to-morrow, the 6th instant, at 11.30 A.M.

For Shanghai—Per *Fushun* to-morrow, the 6th instant, at 3.30 P.M.

For Tewoo, Amoy, & Foochow—Per *Haitan* to-morrow, the 6th instant, at 5.00 P.M.

SHIPPING IN HONGKONG

STEAMERS.

BAVIER, German steamer, 2,877, F. Mengell, 4th Sept.—Bremen 23d July, and Singapore 30th August, Mails and General—Melchers & Co.

CATTERTHUN, British steamer, 1,466, J. W. E. Darke, 2nd Sept.—Sydney 7th August, Newcastle 8th, Townsville 9th, Cooktown 14th, Thursday Island 16th, and Port Darwin 23d, General—Russell & Co.

M. R. GRIFFITH'S STUDIO is open daily

from 8 A.M. to 5 P.M. for producing

First-class PHOTOGRAPHIC PORTRAITURE in all

Newest styles. Views of Hongkong and the Coast Ports, with choice illustrations of Chinese life and character, always ready.

Portraits enlarged to life size and painted in Oils or Water Colours by First-class Artists. Miniatures on Ivory, and all kinds of reproductions.

HONGKONG—SAILING VESSELS.

Continued.

J. D. BUSCHOFF, German ship, 1,808, H. Meyer, 2th August.—Cardis 3rd April, Coal—Order.

LANCEFIELD, British bark, 904, Burns, 7th August.—New York 7th March, Kerocene Oil—Order.

MAROON British bark, 362, James Cummins, 11th August.—Sharks Bay (W.A.), 9th July, Sandalwood—Jardine, Matheson & Co.

OSAKA, British bark, 517, Jones, 2nd and Sept., Cebu 14th August, Sugar—Wieler & Co.

RICHARD PARSONS, American bark, 1,116, Geo. A. Freeman, 2nd June—New York 19th Feb., Kerocene Oil—Russell & Co.

SARA MERSEDES, Peruvian schooner, 245, A. Munizaga, 4th July—Saigon 27th June, Rica—Captain.

SINTRAM, American ship, 1,590, Woodside, 20th August.—Russell & Co.

WM. LX LACHUR, British bark, 575, E. Warner, 19th June—Lagumianoc 9th June, Wood.

WILLIAM SKELTON, American schooner, 245, A. Munizaga, 4th July—Saigon 27th June, Rica—Captain.

YACHTS.

NIGHT TRAM at 10.30 and II P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.

12 (NOON) to 2 P.M. every quarter of an hour.

4 to 8 P.M. every quarter of an hour.

9, 10, 10.30 and II P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACEWEN, FRICKEL & CO., General Managers.

Hongkong, 30th April, 1890. [168]

CAPTAIN GEORGE TAYLOR, INLAND SEA and JAPAN COAST PILOT.

Telegraphic Address:

POWERS, Nagasaki.